



The selection arrow **4** appears on the display.

» The selection arrow **4** disappears after the status is changed.

The following settings are available:

- Road: Damping for comfortable on-road mode
- Dynamic: Damping for dynamic on-road mode
- Enduro: Damping for off-road mode. Only available in ENDURO or ENDURO PRO riding modes and can also not

be changed further in these riding modes.

A message is displayed if a setting is not possible in the selecting riding mode. Example: ENDURO riding mode: damping not adjusted.



To adjust spring preload:

- Starting the engine (119).
- Repeatedly press and hold button **1** until the setting you want to use appears on the display.

NOTICE

BMW Motorrad recommends using the Max setting for off-road operation and the Min setting for better ground accessibility.◀

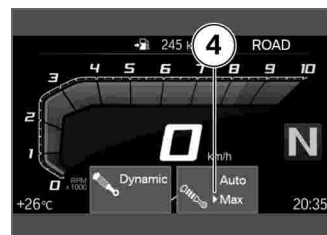
NOTICE

The Min, Auto and Max settings can be chosen only when the vehicle is stationary.◀

The following message is displayed if it is not possible to adjust a setting: Load adjustment only avail. stopped.

4

77



The selection arrow **4** appears on the display.

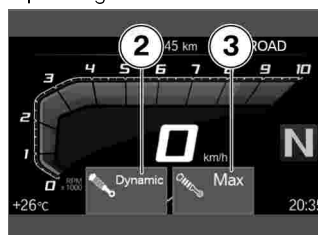
- » The selection arrow **4** disappears after the status is changed.

The following settings are available:

- Min: Minimum spring preload
- Auto: Automatic setting of spring preload
- Max: Maximum spring preload

- » The settings for damping and spring preload shown on the display are automatically accepted if you allow a certain

length of time to pass without pressing button **1**.



The new chassis and suspension settings for damping action **2** and spring preload **3** are displayed briefly.

- If the temperature is very low, take the weight off the motorcycle before increasing spring preload; if applicable, have your passenger dismount.
- » The chassis and suspension settings disappear once adjustment is complete.
- » In Auto loading mode, the spring preload is adjusted only

once the motorcycle is driven off.

Riding mode

Using the riding modes

BMW Motorrad has developed operational scenarios for your motorcycle from which you can select the scenario suitable for your situation:

Series

- RAIN: Riding on a rain-wet road surface.
- ROAD: Riding on a dry road surface.

– with riding modes Pro^{OE}

with Pro riding modes

- DYNAMIC: Dynamic riding on a dry road surface.
- ENDURO: Riding off-road with road tyres.

with Pro riding modes and installed encoding plug

- DYNAMIC PRO: Dynamic riding on a dry road surface.
- ENDURO PRO: Riding off-road with off-road tyres with large tread block.

When an encoding plug is installed, the DYNAMIC PRO and ENDURO PRO riding modes replace DYNAMIC and ENDURO.

The interplay of throttle response, ABS control and ASC/DTC control is optimised for each of the scenarios.

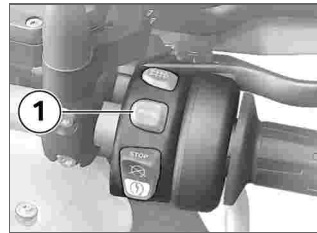
- with Dynamic ESA^{OE}

The chassis and suspension adjustment can also be adjusted in the scenario selected.

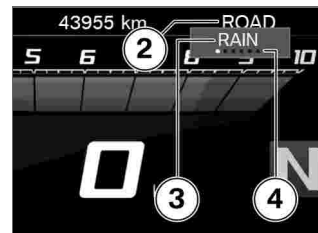
See the section "Engineering details" for more information on the riding modes (➔ 152).

Select riding mode

- Switching on ignition (➔ 56).

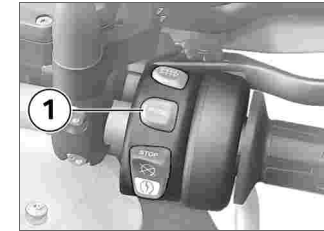


- Press button 1.



The activated riding mode **2** fades into the background and the first selectable riding mode **3**

is displayed. The guide **4** displays how many riding modes are available.



ATTENTION

Activation of the off-road mode (Enduro and Enduro Pro) when riding on-road.

Risk of crash due to lack of stability when the vehicle brakes or accelerates in the control range of ABS or ASC/DTC

- Activate off-road mode (Enduro and Enduro Pro) only for off-road riding.◀

- Repeatedly press button **1** until the desired riding mode is displayed.

NOTICE

When selecting the ENDURO PRO riding mode: bear in mind that ABS control is deactivated for the rear wheel.◀

The following ride modes can be selected:

- RAIN: For riding on a rain-wet road surface.
- ROAD: For riding on a dry road surface.

– with riding modes Pro^{OE}

The following riding modes are additionally available for selection:

- DYNAMIC: For dynamic riding on a dry road surface.
- ENDURO: When riding off-road with road tyres:◀

– with riding modes Pro^{OE}

When an encoding plug is installed, the ENDURO PRO and DYNAMIC PRO riding modes replace the ENDURO and DYNAMIC riding modes.

- DYNAMIC PRO: For dynamic riding on a dry road surface.
- ENDURO PRO: When riding off-road with off-road tyres with large tread blocks:◀

» With the motorcycle at a standstill, the selected mode is activated after approximately two seconds.

» The newly selected riding mode is activated as you ride only when the following preconditions are satisfied:

- Throttle twistgrip is in idle position.

– Brake is not applied.

» The riding mode selected is retained, with the engine-characteristic and Dynamic ESA

adaptation settings, even after the ignition has been switched off.

Installing encoding plug

– with riding modes Pro^{OE}

- Switching off ignition (▮▮▮ 57).
- Remove front seat (▮▮▮ 91).

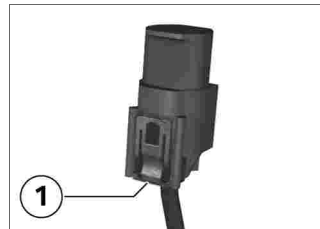


ATTENTION

Dirt and damp penetrating inside open connectors

Malfunctions

- Reinstall the protective cap after removing the coding plug. ◀
- Remove the cover cap from the plug connection **1**.



- To do so, press in latch **1** and remove the cap.
- Install the encoding plug.
- Switch on the ignition.



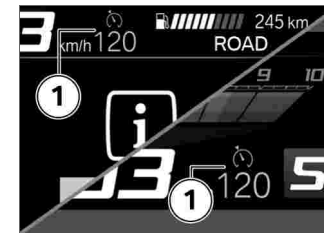
The symbol for the encoding plug **1** is displayed. The riding modes ENDURO PRO and DYNAMIC PRO can be selected and replace the ENDURO and DYNAMIC riding modes.

- Installing front seat (➡ 92).

Cruise-control system

– with cruise control^{OE}

Display when adjusting settings (Speed Limit Info not active)



The symbol **1** for cruise control is displayed in the Pure Ride view and the top status line.

4
81

Operation

Display when adjusting settings (Speed Limit Info active)

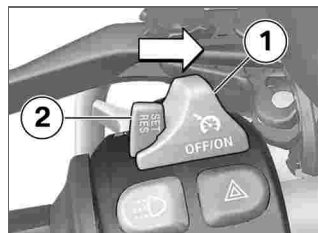


The symbol **1** for cruise control is displayed in the Pure Ride view and the top status line.

Switching on cruise control

Requirement

Cruise control is available only after changing out of the Enduro or Enduro Pro riding modes.



- Slide switch **1** to the right.
- » Button **2** is enabled for operation.

Saving road speed



- Briefly push button **1** forward.

	Adjustment range for speed control
	30...210 km/h

Telltale light for cruise control shows.

» The motorcycle maintains your current cruising speed and the setting is saved.

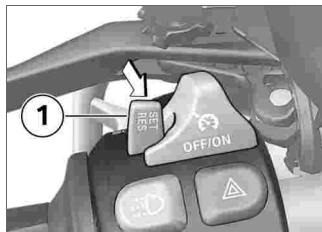
Accelerating



- Briefly push button **1** forward.
- » Speed is increased by approx. 2 km/h each time you push the button.

- Push button **1** forward and hold it in this position.
 - » The motorcycle accelerates steplessly.
 - » The current speed is maintained and saved if button **1** is not pushed again.

Decelerating



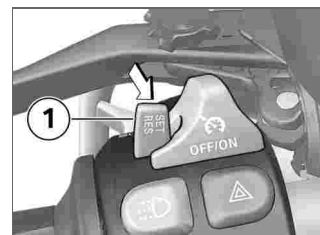
- Briefly push button **1** back.
 - » Speed is reduced by approx. 2 km/h each time you push the button.
- Push button **1** back and hold it in this position.

- » The motorcycle decelerates steplessly.
- » The current speed is maintained and saved if button **1** is not pushed again.

Deactivate cruise control

- Brake, pull the clutch lever or turn the throttle twistgrip (close the throttle by turning the twistgrip back past the idle position) to deactivate the cruise-control system.
 - » Telltale light for cruise control goes out.

Resuming former cruising speed



- Briefly push button **1** back to return to the speed saved beforehand.

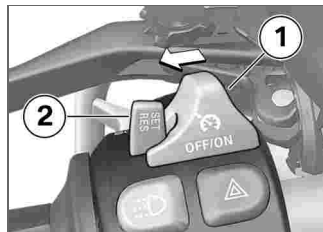
NOTICE

Opening the throttle does not deactivate the cruise-control system. If you release the twistgrip the motorcycle will decelerate only to the cruising speed saved in memory, even though you might have intended slowing to a lower speed.◀



Telltale light for cruise control shows.

Switching off cruise control

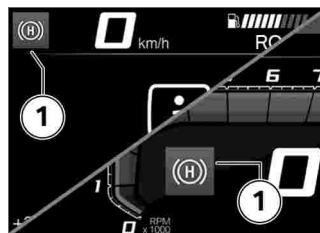


- Slide switch **1** to the left.
- » The system is deactivated.
- » Button **2** is disabled.

Hill Start Control

– with riding modes Pro^{OE}

Anzeige



The symbol **1** for drive-off assistant is displayed in the Pure Ride view and the top status line.

Operate Hill Start Control Requirement

The vehicle is at a standstill.



ATTENTION

Switching off the engine or ignition, extending the side stand, timeout (approx. 20 minutes) or in the event of a fault

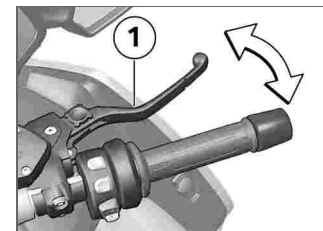
Hill Start Control brake failure

- It is essential to apply the brakes manually to hold the vehicle.◀



NOTICE

Hill Start Control is purely a comfort system to facilitate holding the machine and pulling way on uphill gradients and should not be confused with a parking brake.◀



- Operate the parking brake lever **1** with force and release it again quickly.

 The holding symbol is displayed.

» Hill Start Control has been activated.

- To switch off Hill Start Control, operate the parking brake lever **1** again.

 The holding symbol disappears.

- Or drive off in first or second gear.



NOTICE

Hill Start Control is deactivated automatically when the motor-cycle pulls away.◀



General warning light flashes yellow.

 The holding symbol flashes briefly.

 Once the brake has been fully released, the holding symbol disappears.

» Hill Start Control has been switched off.

- See the section entitled "Engineering details" for more information on Hill Start Control.

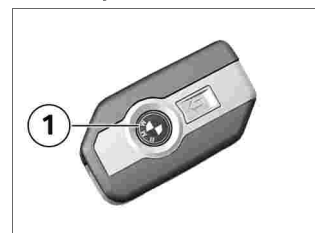
» Hill Start Control function (► 157)

Anti-theft alarm (DWA) Activation

– with alarm system (DWA)^{OE}

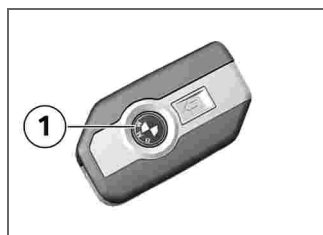
- Switching on ignition (► 56).
- Customising anti-theft alarm settings (► 87).
- Switch off the ignition.
- » If the alarm system is activated, then the alarm system will be automatically activated when the ignition is switched off.

- » Activation takes approximately 30 seconds to complete.
- » Turn indicators flash twice.
- » Confirmation tone sounds twice (if programmed).
- » Anti-theft alarm is active.
- with Keyless Ride^{OE}



- Switch off the ignition.
- Press button **1** on the radio-operated key twice.
- » Activation takes approximately 30 seconds to complete.
- » Turn indicators flash twice.
- » Confirmation tone sounds twice (if programmed).

» Anti-theft alarm is active.



- Press button **1** again on the radio-operated key during the activation phase to deactivate the motion sensor (e.g. to transport the motorcycle by train when the severe movements may activate the alarm).
- » Turn indicators flash three times.
- » Confirmation tone sounds three times (if programmed).
- » Motion sensor has been deactivated.

Alarm signal

– with alarm system (DWA)^{OE}

A DWA alarm can be triggered by:

- motion sensor
- Switch-on attempt with an unauthorised vehicle key.
- disconnection of the DWA anti-theft alarm from the motorcycle's battery (DWA internal battery in the anti-theft alarm provides power - alarm tone only, the turn indicators do not flash)

All functions are sustained even if the internal battery of the DWA anti-theft alarm system is flat; the only difference is that an alarm cannot be triggered if the system is disconnected from the motorcycle's battery.

An alarm lasts for approximately 26 seconds. While an alarm is in progress an alarm tone sounds and the turn indicators flash. The type of alarm tone can be set by an authorised BMW Motorrad dealer.

– with Keyless Ride^{OE}



The activated alarm can be aborted at any time by pressing the **1** button on the radio-operated key, without deactivating the anti-theft alarm.

If an alarm was triggered while the motorcycle was unattended, the rider is notified accordingly by an alarm tone sounding once when the ignition is switched on. The DWA LED then indicates the reason for the alarm for one minute.

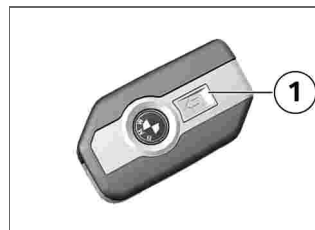
Light signals issued by the DWA LED:

- Flashes 1x: Motion sensor 1
- Flashes 2x: Motion sensor 2
- Flashes 3x: Ignition switched on with unauthorised vehicle key
- Flashes 4x: Disconnection of the anti-theft alarm from the motorcycle's battery
- Flashes 5x: Motion sensor 3

Deactivation

- with alarm system (DWA)^{OE}
 - Kill switch in operating position (run).
 - Switch on the ignition.

- » Turn indicators flash once.
- » Confirmation tone sounds once (if programmed).
- » DWA has been switched off.
- with Keyless Ride^{OE}



- Press the **1** button on the radio-operated key once.

NOTICE

If the alarm function is deactivated by the remote control and the ignition is not subsequently switched on, the alarm function automatically goes active again after 30 seconds if "Ac-

tivation after ignition OFF" is programmed.◀

- » Turn indicators flash once.
- » Confirmation tone sounds once (if programmed).
- » DWA has been switched off.

Customising anti-theft alarm settings

- Switching on Ignition (➡ 56).
- Call up the Settings, Vehicle settings, Alarm system menu.
- » The following settings are available:
 - Adapting Warning signal
 - Switching Tilt sensor on and off
 - Switching Arming tone on and off
 - Switching Arm automatically on and off
- » Possible settings (➡ 88)

Possible settings

Warning signal: Set rising and falling or intermittent alarm tone.

Tilt sensor: Activate the tilt alarm sensor to monitor the inclination of the vehicle. The anti-theft alarm goes off in the event of wheel theft or towing, for example.

NOTICE

Deactivate the tilt sensor when transporting the vehicle to prevent the anti-theft alarm from being triggered.◀

Arming tone Confirmation alarm tone after having activated/deactivated the DWA in addition to flashing indicators.

Arm automatically: Automatic activation of the alarm function when the ignition is switched off.

Tyre pressure monitoring (RDC)

– with riding modes Pro^{OE}

Switch minimum pressure warning on or off

- The minimum pressure of the tyres can be chosen freely. Once the minimum pressure has been reached, a minimum pressure warning can be displayed.
- Call up the **Settings, Vehicle settings, RDC** menu.
- Switch **Min. pressure alarm** on or off.

Heated handlebar grips

– with heated grips^{OE}

Operating the heated handlebar grips

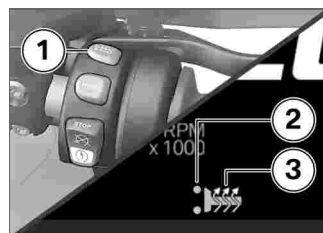
NOTICE

The heating in the heated handlebar grips can be activated only when the engine is running.◀

NOTICE

The increase in power consumption caused by having the heated handlebar grips switched on can drain the battery if you are riding at low engine speeds. If the charge level is low, the heated handlebar grips are switched off to ensure the battery's starting capability.◀

- Starting the engine (►► 129).



- Repeatedly press button **1** until the desired heating level **2** appears in front of the heated grip symbol **3**.

The handlebar grips have two-stage heating.



50% heating power



100% heating power

- » Stage 2 is for heating the grips quickly: it is advisable to switch back to stage 1 as soon as the grips are warm.

» The selected heating stage will be saved if you allow a certain length of time to pass without making further changes.

- To switch off the heated grips, repeatedly press button **1** until the heated grip **3** is hidden.

On-board computer

Call up the on-board computer

- Call up the My Vehicle menu.
- Scroll to the right until the ON-BOARD COMPUTER menu screen is displayed.

Reset on-board computer

- Call up the on-board computer (► 89).
- Press down the MENU rocker button.
- Select Reset all values or Reset indi-

vidual values and confirm.

The following values can be reset:

- Break
- Journey
- Current
- Ø Speed
- Ø Consump.

Call up the journey computer

- Call up the on-board computer (► 89).
- Scroll to the right until the TRIP COMPUTER menu screen is displayed.

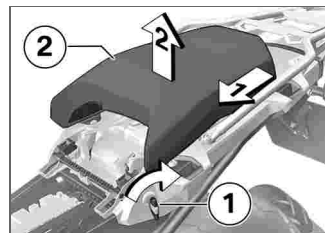
Reset journey computer

- Call up the journey computer (► 89).
- Press down the MENU rocker button.
- Select Autom. reset or Reset all and confirm.

Front and rear seats

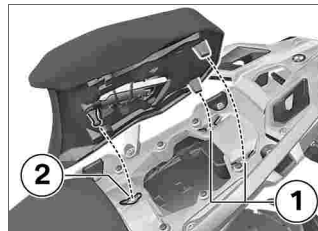
Removing rear seat

- Remove front seat (→ 91).

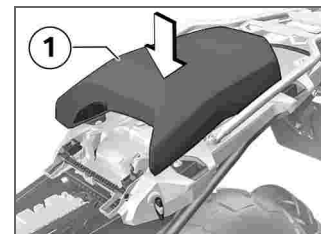


- Turn ignition key **1** clockwise.
- Push rear seat **2** in the forward direction of travel and lift it up to remove
- Place the rear seat, upholstered side down, on a clean surface.

Installing rear seat

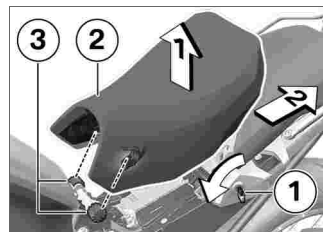


- Centre the rear seat in rear mounts **1** and engage it in front mount **2**.
- Push the rear seat in the direction opposite the forward direction of travel.
- Check that the rear seat is correctly seated.



- Firmly press down rear seat **1**.
» The rear seat engages with an audible click.
- Installing front seat (→ 92).

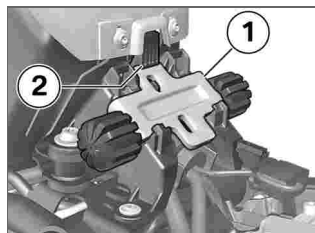
Remove front seat



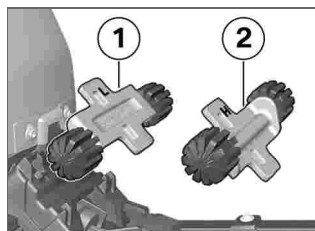
- Turn ignition key **1** counter-clockwise and hold it in this position, while slightly lifting front seat **2** at the rear.
- Work front seat **2** to the rear to disengage it from seat holder **3** and remove.
- Place the front seat, upholstered side down, on a clean surface.

Adjusting the seat height and seat angle

- Remove front seat (→ 91).



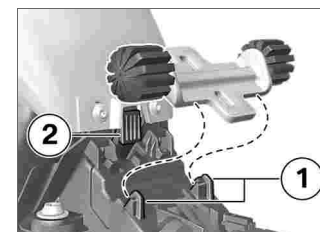
- To remove the front height adjustment **1**, push the locking mechanism **2** forwards and remove the height adjustment in an upwards direction.



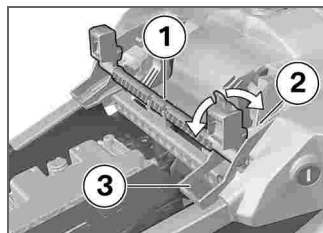
- To adjust the low seat position, install the front height adjust-

ment and align it with **1** (identification L).

- To adjust the high seat position, install the front height adjustment and align it with **2** (identification H).



- First push the front height adjustment under the mounting **1** then push it into the locking mechanism **2** until it engages.

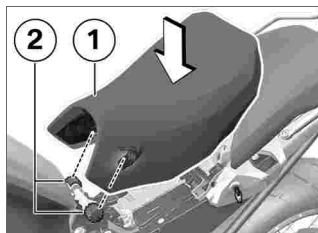


- To adjust the low seat position, swing the rear height adjustment **1** into position **3** (identification L).
- To adjust the high seat position, swing the rear height adjustment **1** into position **2** (identification H).

If the seat angle needs to be adjusted:

- Position the front and rear height adjustment differently.
- Installing front seat (➡ 92).

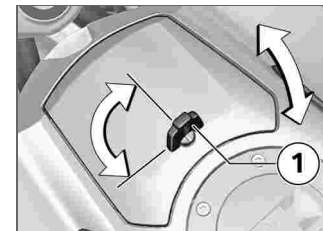
Installing front seat



- Engage front seat **1** in seat mounts **2** on left and right and rest it on the motorcycle.
- Applying pressure to the rear of the seat, push the front seat slightly forward and then press the seat firmly down until the latch engages.

Stowage compartment

Opening and latching stowage compartment



- To open stowage compartment **1**, turn the bow-shaped grip 90° counter-clockwise and pull it up.
- To latch stowage compartment **1**, close the lid, turn the bow-shaped grip 90° clockwise and flick it forward so that it lies flat on the lid of the compartment.

5 V charger interface

Using the 5 V charger interface

– with 5 V charger interface^{OE}

WARNING

Obstruction of the steering angle and risk of fire due to improperly routed cables

Driving safety is impaired

- Do not wind cables around the handlebars, and ensure that the handlebars can move freely.
- When routing the cable, ensure that the cable does not come into contact with hot components.◀

ATTENTION

Component damage

Damage to cable or component

- Always protect the charger interface with the connector or the blind cap provided.
- Always transport the USB port in a waterproof bag.
- Do not bend, crush or clamp the access line.◀

The 5 V charger interface is compatible with all 5 V electrical devices.

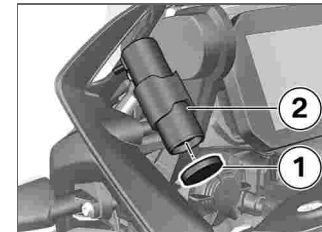
Voltage is only supplied to the 5 V charger interface when an electrical device is connected. The electrical device automatically draws the required current level from the 5 V charger interface.

Charging the electrical device

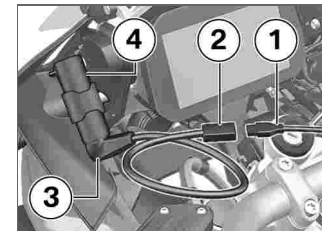
NOTICE

BMW Motorrad recommends that you first connect the electrical device to the USB A

socket and then connect the angle coupling to the 5 V charger interface.◀



- Pull off the blind cap **1** from the 5 V charger interface **2**.



- Switching on ignition (➡ 56).

- Connect the USB connector **1** of the electrical device to the USB A socket **2** of the access line.
- Connect the angle coupling **3** to the socket **4** of the 5 V charger interface.
 - » The angle coupling **3** engages magnetically in the socket **4** of the 5 V charger interface and is prevented from twisting.
 - » The electrical device is charged.

TFT display

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General instructions

Warnings

WARNING

Using a smartphone during the journey or while the engine is running

Risk of accident

- Always observe the relevant road traffic regulations.
- Do not use the smartphone during the journey (apart from applications that do not require operation, e.g. making telephone calls with the hands-free system).◀

WARNING

Distraction from the road and loss of control

Operating the integrated information system and communication devices while driving results in a risk of accident

- Operate those systems or devices only when the traffic situation allows for it.
- If necessary, stop and operate the systems or devices when stationary.◀

Connectivity functions

Connectivity functions include media, telephony and navigation. Connectivity functions can be used if the TFT display is connected to a mobile end device and helmet (► 107). For more information on the Connectivity functions go to bmw-motorrad.com

NOTICE

If the fuel tank is between the mobile end device and the TFT display, the Bluetooth connection may be restricted. BMW Motorrad recommends storing the end device above

the fuel tank (e.g. in your jacket pocket).◀

NOTICE

Depending on the mobile end device, the scope of the Connectivity functions may be restricted.◀

BMW Motorrad Connected App

The BMW Motorrad Connected App contains usage and vehicle information. For some functions, such as navigation, the app must be installed on the mobile end device and connected to the TFT display. The app is used to start route guidance and adjust the navigation.

NOTICE

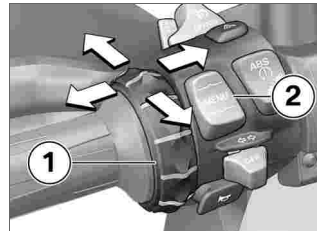
On some mobile end devices, e.g. those with iOS operating

systems, the BMW Motorrad Connected App must be opened before use.◀

Actuality

The TFT display may be updated after the publication date. Because of this, your motorcycle may differ from the information supplied in the Rider's Manual. For up-to-date information go to **bmw-motorrad.com**

Principle Controls



All contents of the display are operated using the multi-controller **1** and the MENU **2** rocker button.

Depending on the context, the following functions are possible.

Multi-controller functions

Turn the multi-controller upwards:

- Move the cursor upwards in lists.
- Adjust settings.
- Increase volume.

Turn the multi-controller downwards:

- Move the cursor downwards in lists.
- Adjust settings.
- Decrease volume.

Tilt the multi-controller to the left:

- Activate the function in accordance with the operation feedback.
- Activate the function to the left or back.
- Go back to the View menu after settings.
- In the View menu, change up a level.
- In the My Vehicle menu: advance one menu screen.

Tilt the multi-controller to the right:

- Activate the function in accordance with the operation feedback.

- Confirm selection.
- Confirm settings.
- Advance a menu step.
- Scroll to the right in lists.
- In the My Vehicle menu: advance one menu screen.

MENU rocker button functions

NOTICE

Instructions given by the navigation system are displayed in a dialogue box if the **Navigation** menu has not been called up. Operation of the MENU rocker button is temporarily restricted. ◀

Briefly push MENU up:

- In the View menu, change up a level.
- In the Pure Ride view: change the display for rider info status line.

Press and hold MENU up:

- In the View menu: call up Pure Ride view.
- In Pure Ride view: change operating focus to the Navigator.

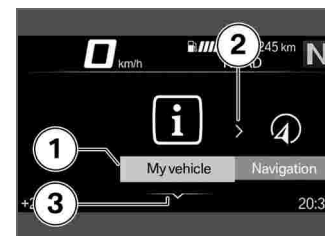
Briefly push MENU down:

- Change down a level.
- No function if the lowest hierarchical level has been reached.

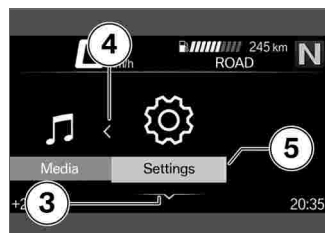
Hold MENU down:

- Change back to the last menu after a previous menu change by holding up the MENU rocker button.

Operating instructions in the main menu



Operating instructions show whether interactions are possible, and which ones.

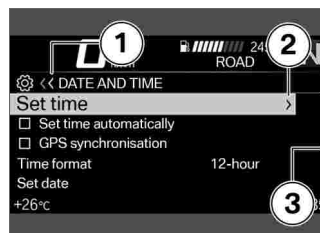


What the operating instructions mean:

- Operating instruction **1**: the left end has been reached.
- Operating instruction **2**: it is possible to scroll to the right.
- Operating instruction **3**: it is possible to scroll down.
- Operating instruction **4**: it is possible to scroll to the left.
- Operating instruction **5**: the right end has been reached.

Operating instructions in submenus

In addition to the operating instructions in the main menu, there are further operating instructions in submenus.



What the operating instructions mean:

- Operating instruction **1**: the current display is in a hierarchical menu. One symbol represents a submenu level. Two symbols represent two or more submenu level. The colour of the symbol changes depending

on whether it is possible to go back to the top.

- Operating instruction **2**: another submenu can be called up.
- Operating instruction **3**: there are more items than can be displayed.

Display Pure Ride view

- Press and hold MENU rocker button up.

Switching functions on and off



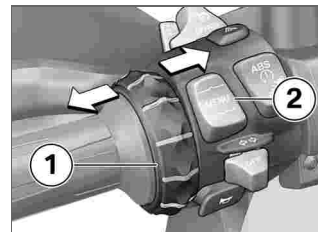
Some menu items have a check box in front of them. The check box shows whether the function is on or off. Action symbols after the menu items show what will be switched by tilting the multi-controller briefly to the right.

Examples for switching on and off:

- Symbol **1** shows that the function is switched on.
- Symbol **2** shows that the function is switched off.

- Symbol **3** shows that the function can be switched off.
- Symbol **4** shows that the function can be switched on.

Call up the menu



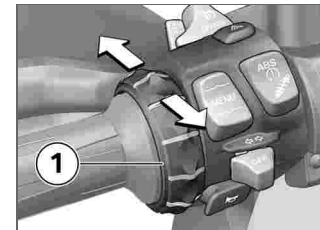
- Display Pure Ride view (100 99).
 - Briefly push button **2** down.
- The following menus can be called up:
- My Vehicle
 - Navigation
 - Media
 - Telephone
 - Settings

- Repeatedly press the multi-controller **1** briefly to the right until the desired menu item is highlighted.
- Briefly push button **2** down.

NOTICE

The Settings menu can only be called up when the vehicle is stationary. ◀

Move the cursor in lists

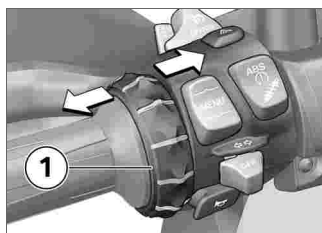


- Call up the menu (100 100).
- To move the cursor down in lists, turn the multi-controller **1**

down until the desired entry is highlighted.

- To move the cursor up in lists, turn the multi-controller **1** up until the desired entry is highlighted.

Confirm selection.



- Select the desired entry.
- Briefly press the multi-controller **1** to the right.

Call up the last menu used

- In Pure Ride view: press and hold the MENU rocker button.

» The last menu used is called up. The last entry highlighted is selected.

Change of operating focus

– with preparation for navigation system^{OE}

If the Navigator is connected, it is possible to switch between operation of the Navigator and the TFT display.

Change the operating focus

– with preparation for navigation system^{OE}

- Secure the navigation device (➡ 200).
- Display Pure Ride view (➡ 99).
- Press and hold MENU rocker button up.

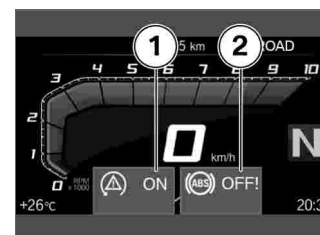
» Operating focus switches to the Navigator or TFT display. The active device is marked on the left-hand side of the top

status line. Operating actions relate to the active device until the operating focus is changed again.

» Operating navigation system (➡ 201)

System status displays

The system status is displayed in the lower area of the menu if a function is switched on or off.



Examples of what the system statuses mean:

– System status **1**: ASC/DTC function is switched on.

- System status **2**: ABS function is switched off.

Switch display for rider info status line

Requirement

The vehicle is at a standstill. The Pure Ride view is displayed.

- Switching on ignition (➡ 56).
 - » All the information necessary for riding on public roads is presented in the TFT display by the on-board computer. The information can be displayed on the top status line.
- with tyre pressure control (RDC)^{OE}
 - » Information from the tyre pressure control can also be displayed.<
- Select content of the rider info status line (➡ 103).



- Press and hold button **1** to display the Pure Ride view.
- Briefly press button **1** to select the value in the top status line **2**.

The following values can be displayed:

- Odometer Gesamt
- Trip distance 1 Aktuell
- Trip distance 2 Aktuell
- Current consumption Verbrauch



Average consumption 1



Average consumption 2



Driving time 1



Driving time 2



Inactive period 1



Inactive period 2



Average speed 1



Average speed 2



Tyre pressure



Fuel gauge.

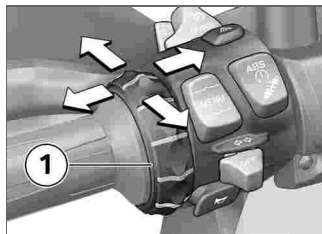


Range

Select content of the rider info status line

- Call up the **Einstellungen, Anzeige, Inhalt Statuszeile** menu.
- Switch on the desired displays.
» It is possible to switch between the selected displays in the status line. If no displays are selected, only the range will be displayed.

Adjust settings



- Select and confirm the desired settings menu.

- Turn the multi-controller **1** downwards until the desired setting is highlighted.
- If there are operating instructions, tilt the multi-controller **1** to the right.
- If there are no operating instructions, tilt the multi-controller **1** to the left.
» The setting is saved.

Switch Speed Limit Info on or off

Requirement

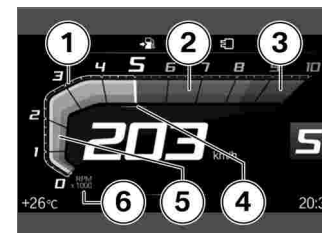
Vehicle is connected to the Navigator or a compatible mobile end device. The BMW Motorrad Connected App is installed on the mobile end device.

- Speed Limit Info displays the maximum speed currently permitted.
- Call up the **Einstellungen, Anzeige** menu.

- Switch Speed Limit Info on or off.

Pure Ride view

Engine speed display



- 1 Scale
- 2 Lower engine speed range
- 3 Upper/red engine speed range
- 4 Needle
- 5 Drag indicator
- 6 Engine speed display unit: 1,000 revolutions per minute

NOTICE

Depending on the oil temperature, the red engine speed range changes:

The colder the engine, the lower the engine speed at which the red engine speed range starts. The warmer the engine, the higher the engine speed at which the red engine speed range starts.

Once the operating temperature has been reached, the red engine speed range display does not change any more.

If the engine speed is too high, the entire scale flashes.

The recommended upshifts are also adjusted dynamically.◀

Range



The range readout **1** indicates how far you can ride with the fuel remaining in the tank. This distance is calculated on the basis of average consumption and the quantity of fuel on board.

- When the motorcycle is propped on its side stand the slight angle of inclination means that the sensor cannot register the fuel level correctly. This is the reason why the range is recalculated only when the side stand is in the retracted position.

- The range is shown together with a warning once the fuel reserve has been reached.
- After a refuelling stop, range is recalculated if the amount of fuel in the tank is greater than the reserve quantity.
- The calculated range is only an approximate figure.

Recommendation to upshift



The upshift recommendation **1** signals the economically best point in time for upshift.

General settings

Adjust the volume

- Connect rider's and passenger's helmet (➡ 108).
- Increase volume: turn the multi-controller upwards.
- Decrease volume: turn the multi-controller downwards.
- Mute: turn the multi-controller all the way down.

Setting the date

- Switching on ignition (➡ 56).
- Call up the Einstellungen, Systemeinstellungen, Datum und Uhrzeit, Datum und Uhrzeit menu.
- Set the Tag, Monat and Jahr.
- Confirm setting.

Set date format

- Call up the Einstellungen, Systemeinstellungen, Datum und Uhrzeit, Datumsformat menu.
- Select the desired setting.
- Confirm setting.

Setting the clock

- Switching on ignition (➡ 56).

⚠ WARNING

Adjusting the clock while riding

Risk of accident

- Set the clock only when the motorcycle is stationary.◀
- Call up the Einstellungen, Systemeinstellungen, Datum und Uhrzeit, Uhrzeit stellen menu.

- Set the Stunde and Minute.

Switch automatic time setting on or off

📄 NOTICE

Depending on the features, the time is updated automatically.◀

- Call up the Einstellungen, Systemeinstellungen, Datum und Uhrzeit menu.
- Switch Uhrzeit automatisch on or off.

Set time format

- Call up the Einstellungen, Systemeinstellungen, Datum und Uhrzeit, Uhrzeitformat menu.
- Select the desired setting.

5

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TFT display

- Confirm setting.

Set units of measurement

- Call up the **Ein-
stellungen, Systemeinstel-
lungen, Einheiten**
menu.

The following units of measure-
ment can be set:

- Distance covered
- Pressure
- Temperature
- Speed
- Consumption

Set language

- Call up the **Ein-
stellungen, Systemeinstel-
lungen, Sprache** menu.

The following languages can be
set:

- Chinese
- English

- English
- Spanish
- French
- Italian
- Dutch
- Portuguese
- Russian
- Ukrainian

Adjusting brightness

- Call up the **Settings, Display, Brightness** menu.
- Adjust display brightness .

Reset all settings

- All the settings in the **Set-
tings** menu can be reset to
the factory settings.
- Call up the **Settings**
menu.
- Select **Reset all** and con-
firm.

The settings in the following
menus are reset:

- Vehicle settings
- System settings
- Connections
- Display
- Information

» Existing Bluetooth connections
are not deleted.

Bluetooth

Short-range wireless technology

The Bluetooth function might not
be available in certain countries.

Bluetooth is a short-range
wireless technology. Bluetooth
devices are short-range devices
transmitting on the license-free
ISM band (Industrial, Scientific,
Medical) between 2.402 GHz
and 2.480 GHz. They can be
operated anywhere in the world
without a licence being required.
Although Bluetooth is designed
to establish and sustain robust

connections over short distances, as with every other wireless technology disruptions are possible. Interference can affect connections or connections can sometimes fail. Particularly when multiple devices operate in a Bluetooth network, with wireless technology of this nature it is not possible to ensure fault-free communications in every situation.

Possible sources of interference:

- interference zones due to transmission masts and similar.
- devices with non-compliant Bluetooth implementations
- proximity of other Bluetooth-compatible devices

Pairing

Two Bluetooth devices must detect each other before they can create a connection with each other. This process of mutual recognition is known as pairing. When two devices have paired they remember each other, so the pairing process is conducted only once, on initial contact.



NOTICE

On some mobile end devices, e.g. those with iOS operating systems, the BMW Motorrad Connected App must be opened before use.◀

During the pairing process, the TFT display searches for other Bluetooth-compatible devices within its reception range. The conditions that have to be satisfied before the audio system can recognise another device are as follows:

- The Bluetooth function of the device must be activated
- The device must be "visible" to others
- The device must support the A2DP profile
- Other Bluetooth-compatible devices must be OFF (e.g. mobile phones and navigation systems).

Please consult the operating instructions for your communication system.

Pairing

- Call up the **Settings, Connections** menu.
 - » In the **CONNECTIONS** menu, Bluetooth connections can be established, managed and deleted. The following Bluetooth connections are displayed:
 - Mobile device
 - Rider's helmet

– Passenger helm.
The connection status for mobile end devices is displayed.

Connect mobile end device

- Pairing (➡ 107).
 - Activate the mobile end device's Bluetooth function (see mobile end device's operating instructions).
 - Select **Mobile device** and confirm.
 - Select **CONN. NEW MOBILE DEVICE** and confirm.
- Mobile end devices are being searched for.



The Bluetooth symbol flashes in the bottom status line during pairing.

Mobile end devices found are displayed.

- Select and confirm mobile end device.

- Follow the instructions on the mobile end device.
- Confirm that the code matches.
- » The connection is established and the connection status updated.
- » If the connection is not established, consult the troubleshooting chart in the section entitled "Technical data". (➡ 213)
- » Depending on the mobile end device, telephone data is transferred to the vehicle automatically.
- » Telephone data (➡ 116)
- » If the telephone book is not displayed, consult the troubleshooting chart in the section entitled "Technical data". (➡ 214)
- » If the Bluetooth connection is not working as expected, consult the troubleshooting chart

in the section entitled "Technical data". (➡ 213)

Connect rider's and passenger's helmet

- Pairing (➡ 107).
 - Select **Rider's helmet** or **Passenger helm.** and confirm.
 - Make the helmet's communication system visible
 - Select **CONNECT NEW RIDER'S HELM** or **CONNECT NEW PASSNGR HELM** and confirm.
- Helmets are searched for.



The Bluetooth symbol flashes in the bottom status line during pairing.

Helmets found are displayed.

- Select and confirm helmet.
- » The connection is established and the connection status updated.

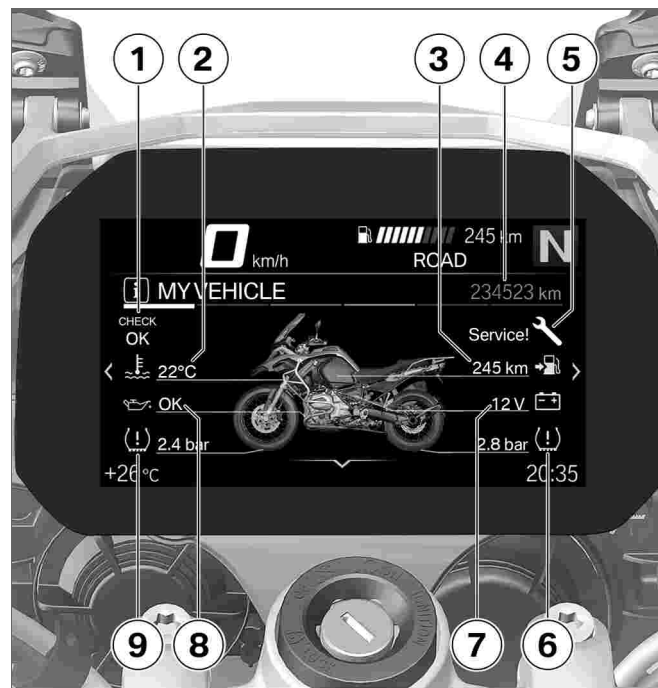
- » If the connection is not established, consult the troubleshooting chart in the section entitled "Technical data". (►► 213)
- » If the Bluetooth connection is not working as expected, consult the troubleshooting chart in the section entitled "Technical data". (►► 213)

Delete connections

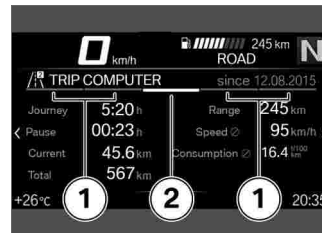
- Call up the Settings, Connections menu.
- Select Delete connections.
- To delete an individual connection, select the connection and confirm.
- To delete all connections, select Delete all connections and confirm.

My Vehicle**Start screen**

- 1 Check control display
(25)
- 2 Coolant temperature
(41)
- 3 Range (104)
- 4 Total distance travelled
- 5 Service-due indicator
(53)
- 6 Rear tyre pressure (43)
- 7 On-board voltage (186)
- 8 Engine oil level (40)
- 9 Front tyre pressure
(43)

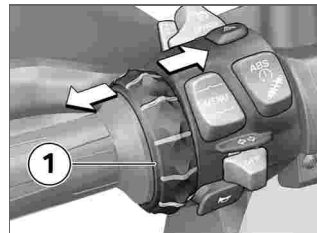


Operating instructions



- Operating instruction **1**: tabs which show how far to the left or right can be scrolled.
- Operating instruction **2**: tab which shows the position of the current menu screen.

Scroll through menu screens



- Call up the My Vehicle menu.
- To scroll to the right, briefly press multi-controller **1** to the right.
- To scroll to the left, briefly press multi-controller **1** to the left.

The My Vehicle menu contains the following screens:

- MY VEHICLE
- Check control messages (if any)
- ON-BOARD COMPUTER

- TRIP COMPUTER
- with tyre pressure control (RDC)^{OE}
- TYRE PRESSURE<
- SERVICE REQUIREMENTS
- For more information on tyre pressure and check control messages, see the "Displays" section.

NOTICE

Check control messages are attached dynamically to the My Vehicle menu screen as additional tabs.◀

On-board computer and journey computer

The ON-BOARD COMPUTER and TRIP COMPUTER menu screens display vehicle and journey data, such as average values.

5

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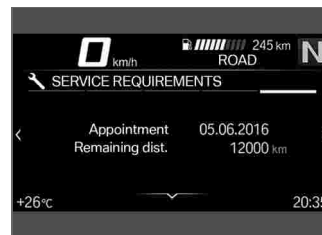
TFT display

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TFT display

Service requirements



If the time remaining to the next service is less than a month or if the next service is due within 700 miles (1000 km), a white CC message is displayed.

Navigation

Warnings



WARNING

Using a smartphone during the journey or while the engine is running

Risk of accident

- Always observe the relevant road traffic regulations.
- Do not use the smartphone during the journey (apart from applications that do not require operation, e.g. making telephone calls with the hands-free system).◀



WARNING

Distraction from the road and loss of control

Operating the integrated information system and communication devices while driving results in a risk of accident

- Operate those systems or devices only when the traffic situation allows for it.
- If necessary, stop and operate the systems or devices when stationary.◀

Precondition

The vehicle is connected to a compatible mobile end device.

Precondition

The BMW Motorrad Connected App is installed on the connected mobile end device.



NOTICE

On some mobile end devices, e.g. those with iOS operating systems, the BMW Motorrad Connected App must be opened before use.◀

Enter destination address

- Connect mobile end device (➡ 108).
- Call up the BMW Motorrad Connected App and start the route guidance.
- Call up the Navigation menu in the TFT display.
 - » Active route guidance is displayed.
 - » If the active route guidance is not displayed, consult the troubleshooting chart in the section entitled "Technical data". (➡ 214)

Select destination from recent destinations

- Call up the Navigation, Recent destinations menu.
- Select and confirm destination.
- Select Start route guidance.

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TFT display

Select destination from favourites

- The FAVOURITES menu displays all destinations which have been saved as favourites on the BMW Motorrad Connected App. No new favourites can be added to the TFT display.
- Call up the Navigation, Favourites menu.
- Select and confirm destination.
- Select Start guidance.

Enter special destinations

- Special destinations, such as points of interest, can be displayed on the map.
- Call up the Navigation, POIs menu.

The following locations can be selected:

- At current location
- At destination
- Along the route

- Select where the special destinations should be looked for, e.g. the following special destination can be selected:
 - Filling station
- Select and confirm the special destination.
- Select Start route guidance and confirm.

Set route criteria

- Call up the Navigation, Route criteria menu. The following criteria can be selected:
 - Route type
 - Avoid
- Select desired Route type.
- Switch desired Avoid on or off.

The number of avoidances activated is displayed in brackets.

End route guidance

- Call up the Navigation, Active route guidance menu.
- Select End route guidance and confirm.

Switch spoken instructions on or off

- Connect rider's and passenger's helmet (►► 108).
- The navigation can be read out by a computer voice. For that, Spoken instruction must be switched on.
- Call up the Navigation, Active route guidance menu.
- Switch Spoken instruction on or off.

Repeat last spoken instruction

- Call up the Navigation, Active route guidance menu.

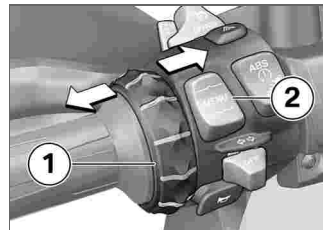
- Select Current instruction and confirm.

Media

Precondition

The vehicle is connected to a compatible mobile end device and helmet.

Control music playback



- Call up the Media menu.
- Adjust the volume (see 105).
- Pause: press button **2** down.
- Next track: briefly tilt multi-controller **1** to the right.

- Last track or start of the current track: briefly tilt multi-controller **1** to the left.
- Fast forward: hold multi-controller **1** to the right.
- Rewind: hold multi-controller **1** to the left.

NOTICE

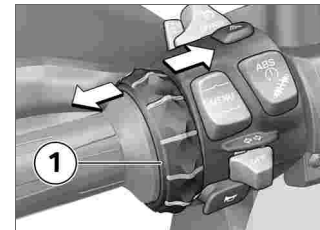
BMW Motorrad recommends setting the volume on the mobile end device to maximum before setting off. ◀

Phone

Precondition

The vehicle is connected to a compatible mobile end device and helmet.

Telephone calls



- Call up the Telephone menu.
- Accept call: tilt multi-controller **1** to the right.
- Reject call: tilt multi-controller **1** to the left.
- End the call: tilt multi-controller **1** to the left.

Muting

During active phone calls, the microphone in the helmet can be muted.

Phone calls with multiple participants

During one phone call, a second call can be accepted. The first phone call is put on hold. The number of active calls is shown in the Telephone menu. It is possible to switch between two phone calls.

Telephone data

Depending on the mobile end device, telephone data is transmitted to the vehicle automatically once pairing is complete (107).

Phone book: list of contacts saved on the mobile end device

Call list: list of calls with the mobile end device

Favourites: list of favourites saved on the mobile end device

Switch GPS synchronisation on or off

- Call up the Einstellungen, Systemeinstellungen, Datum und Uhrzeit menu.
- Switch GPS-Synchronisation on or off

Display software version

- Call up the Einstellungen, Informationen, Software-Version menu.

Display licence information

- Call up the Settings, Information, Licences menu.

Adjustment

Mirrors	118
Headlight	118
Windscreen	119
Clutch	120
Brakes	120
Shift mechanism	121
Handlebars	122
Spring preload	122
Damping	123

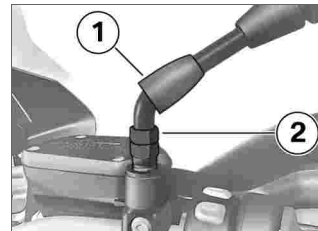
Mirrors

Adjusting mirrors



- Turn the mirror to the correct position.

Adjusting mirror arm



- Push protective cap **1** up over the threaded fastener on the mirror arm.
- Slacken nut **2**.
- Turn the mirror arm to the appropriate position.
- Tighten the nut to the specified tightening torque, while holding the mirror arm to ensure that it does not move out of position.



Mirror (locknut) to adapter

22 Nm (Left-hand thread)

- Push the protective cap over the threaded fastener.

Headlight

Headlight beam throw and spring preload

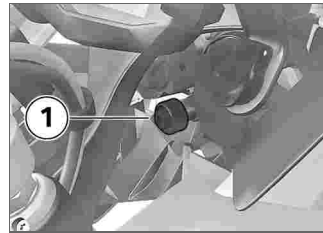
Headlight beam throw is generally kept constant when spring preload is adjusted to suit load. Spring preload adjustment might not suffice only if the motorcycle is very heavily loaded. Under these circumstances, headlight beam throw has to be adjusted to suit the weight carried by the motorcycle.



NOTICE

If there are doubts about the correct headlight beam throw, have the setting checked by a specialist workshop, preferably an authorised BMW Motorrad dealer.◀

Adjusting headlight beam throw



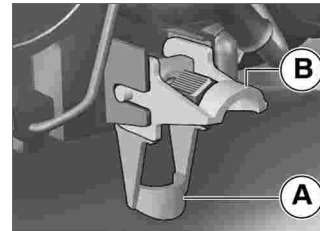
If, for a high load, the adjustment of the spring pre-load is no longer sufficient not to dazzle oncoming traffic:

- Turn adjuster knob **1** counter-clockwise in order to lower the headlight beam again.

When the motorcycle is again ridden with a lower load:

- Have the basic settings of the headlight restored by a specialist workshop, best of all by a BMW Motorrad dealer.

– with LED headlight^{OE}



- The headlight beam-throw is adjusted via an engage pivot lever.
- **A** Neutral position
- **B** Position for heavy load<

Windscreen

Adjusting windscreen

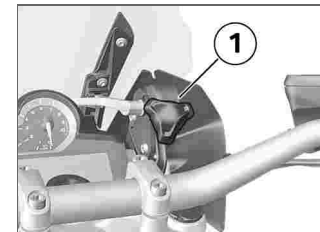


WARNING

Adjusting the windscreen while riding

Risk of falling

- Do not attempt to adjust the windscreen unless the motorcycle is at a standstill.◀



- Turn the adjuster knob **1** clockwise and adjust the windshield to maximum height.
- Turn the adjuster knob **1** anti-clockwise and adjust the windshield to maximum height.

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Adjustment

Clutch

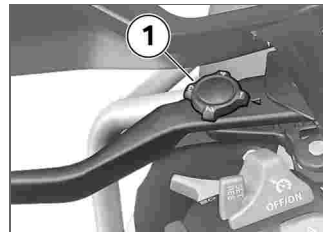
Adjusting the clutch lever

⚠ WARNING

Adjusting the clutch lever while riding

Risk of accident

- Do not attempt to adjust the clutch lever unless the motorcycle is at a standstill.◀



- Turn knob **1** to the desired position.

🔧 NOTICE

The adjuster is easier to turn if you push the clutch lever forward.◀

- » Four settings are possible:
- Position 1: smallest span between handlebar grip and clutch lever
 - Position 4: largest span between handlebar grip and clutch lever

Brakes

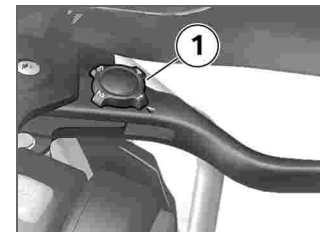
Adjusting the front brake lever

⚠ WARNING

Adjusting the brake lever while riding

Risk of accident

- Do not attempt to adjust the brake lever unless the motorcycle is at a standstill.◀



- Turn knob **1** to the desired position.

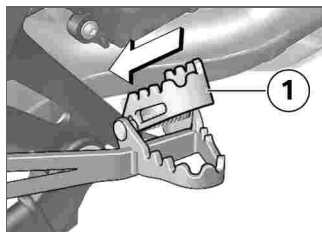
🔧 NOTICE

The adjuster is easier to turn if you push the brake lever forward.◀

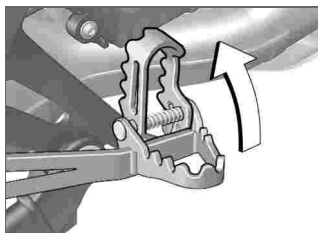
- » Four settings are possible:
- Position 1: smallest span between handlebar grip and brake lever
 - Position 4: largest span between handlebar grip and brake lever

Adjusting footbrake lever

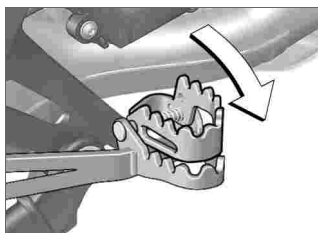
- Make sure the ground is level and firm and place the motorcycle on its stand.



- Unlatch footplate **1** of the footrest by pushing it to the left.



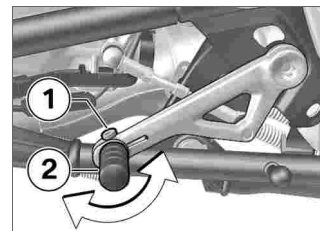
- Swing the footplate up until it latches in position for riding in the seated position.



- Swing the footplate down until it latches in position for riding in the standing position.

Shift mechanism

Adjusting shift lever



- Slacken screw **1**.
- Turn peg **2** to the desired position.

NOTICE

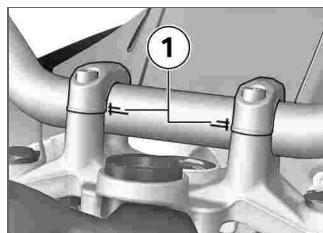
If the peg is set too high or too low, there may be problems when changing gear. If there are shifting problems, check the position of the peg.◀

- Tighten screw **1** to the specified tightening torque.

	Peg (clamp) to shift lever
8 Nm	

Handlebars

Adjustable handlebars



The motor cycle handlebars can be adjusted in their tilt within the ranges of marking **1**. If you want to have the handlebars adjusted consult a specialist workshop, preferably an authorised BMW Motorrad dealer.

Spring preload

Adjustment

– without Dynamic ESA^{OE}

It is essential to set the spring preload of the rear suspension to suit the load carried by the motorcycle. Increase the spring preload when the vehicle is heavily loaded and reduce the spring preload accordingly when the vehicle is lightly loaded.

Adjusting spring preload for rear wheel

- Make sure the ground is level and firm and place the motorcycle on its stand.



WARNING

Spring preload setting and spring-strut damping setting not matched.

Impaired handling.

- Adjust spring-strut damping to suit spring preload.◀

⚠ WARNING

Adjusting spring preload while riding.

Risk of accident

- Do not attempt to adjust spring preload unless the motorcycle is at a standstill.◀
- If you want to increase spring preload, turn knob **1** in the direction indicated by the HIGH arrow.
- If you want to reduce spring preload, turn knob **1** in the direction indicated by the LOW arrow.

 Basic setting of spring preload, rear
– without Dynamic ESA ^{OE}
Turn the knob as far as it will go in the LOW direction. (One-up without luggage)

 Basic setting of spring preload, rear
Turn the adjuster knob as far as it will go in the LOW direction, then 15 turns in the HIGH direction. (One-up with luggage)
Turn the adjuster knob as far as it will go in the LOW direction, then 30 turns in the HIGH direction. (Two-up with luggage)◀

Damping

– without Dynamic ESA^{OE}

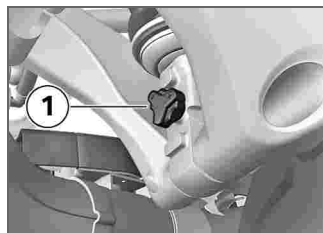
Setting

Damping must be adapted to suit the surface on which the motorcycle is ridden and to suit spring preload.

- An uneven surface requires softer damping than a smooth surface.
- An increase in spring preload requires firmer damping, a reduction in spring preload requires softer damping.

Adjust the damping for rear wheel

- Make sure the ground is level and firm and place the motorcycle on its stand.
- Work on the left-hand side of the vehicle when adjusting the damping.



- If you want to increase damping, turn adjusting screw **1** clockwise.
- If you want to reduce damping, turn adjusting screw **1** counter-clockwise.

 Basic setting of rear-suspension damping characteristic

Turn the adjuster knob as far as it will go in the clockwise direction, then back it off 8 clicks in the counter-clockwise direction. (One-up without luggage)

 Basic setting of rear-suspension damping characteristic

Turn the adjuster knob as far as it will go in the clockwise direction, then back it off 4 clicks in the counter-clockwise direction. (One-up with luggage)

Turn the adjuster knob as far as it will go in the clockwise direction, then back it off 4 clicks in the counter-clockwise direction. (Two-up with luggage)

Riding

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Safety instructions

Rider's equipment

Do not ride without the correct clothing! Always wear:

- Helmet
- Motorcycling jacket and trousers
- Gloves
- Boots

This applies even to short journeys, and to every season of the year. Your authorised BMW Motorrad dealer will be glad to advise you on the correct clothing for every purpose.

Restricted angle of heel

A motorcycle with lowered suspension has less ground clearance and cannot corner at angles of heel as extreme as those achievable by a counterpart motorcycle with standard-height suspension.

WARNING

When a motorcycle with lowered suspension is cornering, certain components can come into contact with the surface at a bank angle less than that to which the rider is accustomed.

Risk of falling

- Carefully try out the limits of the motorcycle's bank angle and adapt your style of riding accordingly. ◀

Test your motorcycle's angle of heel in situations that do not involve risk. When riding over kerbs and similar obstacles, bear in mind that your motorcycle's ground clearance is limited.

Lowering the motorcycle's suspension shortens suspension travel (see the section entitled "Technical Data"). Ride comfort might be restricted as a result.

Be sure to adjust spring preload accordingly, particularly for riding two-up.

Loading

WARNING

Handling adversely affected by overloading and imbalanced loads

Risk of falling

- Do not exceed the permissible gross weight and be sure to comply with the instructions on loading. ◀
- Adjusting spring preload setting and damping to the total weight.
- Ensure that the case volumes on the left and right are equal.
- Make sure that the weight is uniformly distributed between right and left.

- Pack heavy items at the bottom and toward the inboard side,
- Note the maximum permissible payload and the speed limit for riding with cases fitted, as stated on the label inside the case (see also the section entitled "Accessories").
- Note the maximum permissible payload and the speed limit for riding with topcase fitted, as stated on the label inside the case (see also the section entitled "Accessories").
- with tank bag^{OA}
- Note the maximum permissible payload of the tank rucksack.

	Payload of tank rucksack
max 5 kg<1	

Speed

If you ride at high speed, always bear in mind that various boundary conditions can adversely affect the handling of your motorcycle:

- Settings of the spring-strut and shock-absorber system
- Imbalanced load
- Loose clothing
- Insufficient tyre pressure
- Poor tyre tread
- Etc.

Maximum speed with knobbly tyres or winter tyres

DANGER

Maximum speed of the motorcycle is higher than the permissible maximum rated speed of the tyres

Risk of accident due to tyre damage at high speed

- Comply with the tyre-specific speed restrictions.◀

Always bear the maximum permissible speed of the tyres in mind when riding a motorcycle fitted with knobbly tyres or winter tyres.

Affix a label stating the maximum permissible speed to the instrument panel in the rider's field of vision.

Risk of poisoning

Exhaust fumes contain carbon monoxide, which is colourless and odourless but highly toxic.

WARNING

Exhaust gases adversely affecting health

Risk of asphyxiation

- Do not inhale exhaust fumes.
- Do not run the engine in an enclosed space.◀

Risk of burn injury**Engine and exhaust system become very hot when the vehicle is in use**

Risk of burn injury

- When you park the vehicle make sure that no-one and no objects can come into contact with the hot engine and exhaust system.◀

Catalytic converter

If misfiring causes unburned fuel to enter the catalytic converter, there is a danger of overheating and damage.

The following guidelines must be observed:

- Do not run the fuel tank dry.
- Do not attempt to start or run the engine with a spark-plug cap disconnected.

- Stop the engine immediately if it misfires.
- Use only unleaded fuel.
- Comply with all specified maintenance intervals.

**Unburned fuel in catalytic converter**

Damage to catalytic converter

- Note the points listed for protection of the catalytic converter.◀

Risk of overheating**Engine running for prolonged period with vehicle at standstill**

Overheating due to insufficient cooling; in extreme cases vehicle fire

- Do not allow the engine to idle unnecessarily.
- Ride away immediately after starting the engine.◀

Tampering**Tampering with the motorcycle (e.g. engine management ECU, throttle valves, clutch)**

Damage to the affected parts, failure of safety-relevant functions, voiding of warranty

- Do not tamper with the vehicle in any way that could result in tuned performance.◀

Comply with checklist

- At regular intervals, use the checklist below to check your motorcycle.

Always before riding off:

- Check operation of the brake system.
- Check operation of the lights and signalling equipment.
- Checking clutch function (168).
- Checking tyre tread depth (170).
- Checking tyre pressure (169).
- Check that cases and luggage are securely held in place.

Every 3rd refuelling stop

- without Dynamic ESA^{OE}
- Adjusting spring preload for rear wheel (122).
- Adjust the damping for rear wheel (123).<

- with Dynamic ESA^{OE}
- Adjusting the chassis and suspension (76).<
- Checking engine oil level (162).
- Checking front brake pad thickness (164).
- Check the rear brake pad thickness (165).
- Checking brake-fluid level, front brakes (166).
- Checking the brake-fluid level, rear brakes (167).
- Check coolant level (168).

Starting

Starting the engine

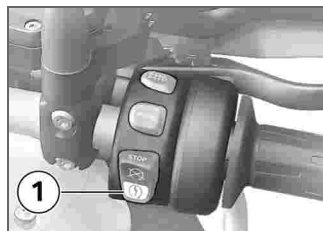
- Switch on the ignition.
 - » Pre-Ride-Check is performed. (130)
 - » ABS self-diagnosis is in progress. (130)

- without riding modes Pro^{OE}
 - » ASC self-diagnosis is performed. (131)<
- with riding modes Pro^{OE}
 - » DTC self-diagnosis is in progress. (132)<
 - Select neutral or, if a gear is engaged, pull the clutch lever.

NOTICE

You cannot start the motorcycle with the side stand extended and a gear engaged. The engine will switch itself off if you start it with the gearbox in neutral and then engage a gear before retracting the side stand.<

- For a cold engine start and low temperatures: pull clutch.



- Press the starter button 1.

NOTICE

The start attempt is automatically interrupted if battery voltage is too low. Recharge the battery before you start the engine, or use jump leads and a donor battery to start.

See the subsection on jump starting in "Maintenance" for more details.◀

- » The engine starts.
- » If the engine refuses to start, consult the troubleshooting

chart in the section entitled "Technical data". (➡ 212)

Pre-Ride-Check

When the ignition is switched on, the instrument cluster runs a test of the telltale lights and the warning lights. This test is known as the "Pre-Ride-Check". The test is aborted if you start the engine before it completes.

Phase 1

All telltale and warning lights are switched on.

After a longer vehicle standstill period, an animation is displayed when the system starts up.

Phase 2

The 'General' warning light changes from red to yellow.

Phase 3

All the telltale and warning lights switched on in the initial phase

are switched off in reverse sequence.

The malfunction indicator lamp only goes out after 15 seconds.

If one of the indicator and warning lights did not switch on:

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

ABS self-diagnosis

BMW Motorrad Integral ABS performs self-diagnosis to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition. Ride the vehicle a few metres at speeds over 5 km/h to check the wheel speed sensors.

Phase 1

- » Test of the diagnosable system components with the vehicle at a standstill.

 ABS telltale and warning light flashes.

Phase 2

- » Test of the wheel-speed sensors as the vehicle pulls away from rest.

 ABS telltale and warning light flashes.

ABS self-diagnosis completed

- » The ABS indicator and warning light goes out.

- Check all the indicator and warning lights.

After the ABS self-diagnosis completes, an indicator showing an ABS fault will appear.

- You can continue to ride. Bear in mind that neither the ABS

function nor the integral braking function is available.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

ASC self-diagnosis

– without riding modes Pro^{OE}

BMW Motorrad ASC performs self-diagnosis to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition.

Phase 1

- » Test of the diagnosable system components with the vehicle at a standstill.

 ASC indicator and warning light flashing slowly.

Phase 2

- » Test of the diagnosis-capable system components while the motorcycle is on the move (speed at least 5 km/h).

 ASC indicator and warning light flashing slowly.

ASC self-diagnosis completed

- » The ASC telltale and warning light goes out.

- Check all the indicator and warning lights.

After completion of ASC self-diagnosis, an indicator showing an ASC fault is displayed:

- You can continue to ride. Bear in mind that the ASC function is not available.
- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

DTC self-diagnosis

– with riding modes Pro^{OE}

BMW Motorrad DTC performs self-diagnosis to ensure its operability. Self-diagnosis is performed automatically when you switch on the ignition.

Phase 1

» Test of the diagnosis-compatible system components with the vehicle at a standstill.



DTC indicator and warning light flashes slowly.

Phase 2

» Pullaway test of the system components with diagnostic capability.



DTC indicator and warning light flashes slowly.

DTC self-diagnosis completed

» The DTC symbol no longer shows.

- Check all the indicator and warning lights.



DTC self-diagnosis not completed

The DTC function is not available, because self-diagnosis did not complete. (The motor-cycle has to reach a defined minimum speed with the engine running for the wheel-speed sensors to be checked: min 5 km/h)

If an indicator showing an DTC fault appears when DTC self-diagnosis completes:

- You can continue to ride. Bear in mind that the DTC function is not available or the functionality might be subject to certain restrictions.

- Have the fault rectified as quickly as possible by a specialist workshop, preferably an authorised BMW Motorrad dealer.

Running in

Engine

- Until the first running-in check, vary the throttle opening and engine-speed range frequently; avoid riding at constant engine rpm for prolonged periods.
- Try to do most of your riding during this initial period on twisting, fairly hilly roads.
- Comply with the rpm limits for running in.



Running-in speeds

<5000 min⁻¹ (Odometer reading 0...1000 km)

no full throttle (Odometer reading 0...1000 km)

- Note the mileage after which the running-in check should be carried out.



Mileage until the running-in check

500...1200 km

Brake pads

New brake pads have to bed down before they can achieve their optimum friction levels. You can compensate for this initial reduction in braking efficiency by exerting greater pressure on the levers.



WARNING

New brake pads

Longer stopping distance, risk of accident

- Apply the brakes in good time.◀

Tyres

New tyres have a smooth surface. This must be roughened by riding in a restrained manner at various heel angles until the tyres are run in. This running in procedure is essential if the tyres are to achieve maximum grip.



WARNING

New tyres losing grip on wet roads and at extreme bank angles

Risk of accident

- Ride carefully and avoid extremely sharp inclines.◀

Off-roading

After off-roading

BMW Motorrad recommends checking the following after riding the motorcycle off-road:

Tyre pressure



WARNING

Lower tyre pressure for off-roading in operation on smooth roads

Risk of accident due to impaired driving characteristics.

- Always check that the tyre pressures are correct.◀

Brakes



WARNING

Driving on unpaved or dirt roads

Delayed braking efficiency due to soiled brake disks and brake pads.

- Brake early until the brakes are clean.◀

 ATTENTION**Riding on unsurfaced or dirty roads**

Increased brake pad wear

- Check the thickness of the brake pads more frequently and replace the brake pads in good time. ◀

Spring preload and shock-absorber settings **WARNING****Changed values for spring preload and spring strut damping for off-roading**

Impaired driving characteristics on paved roads

- Before leaving the off-road terrain, set the correct spring preload and shock absorption. ◀

Rims

BMW Motorrad recommends checking the rims for damage after off-roading.

Air filter element **ATTENTION****Dirty air filter element**

Engine damage

- If you ride in dusty terrain check the air filter element for clogging at shorter intervals; clean or replace as necessary. ◀

Operation in very dusty conditions (desert, steppes, or the like) necessitates the use of air filter elements specially designed for conditions of this nature.

Shifting gear

– with shift assistant Pro^{OE}

Shift assistant Pro Requirement

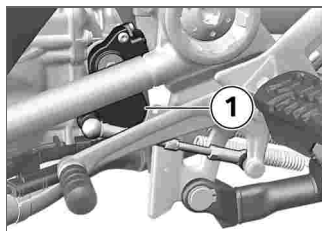
The shift assistant assists upshifts and downshifts without the rider having to pull the clutch or close the throttle. This is not an automatic-shift system. The rider is the most important part of the system and decides when to shift gears.

 NOTICE

See the section entitled "Engineering details" for more information on the Pro shift assistant. ◀

 NOTICE

Whenever the Pro shift assistant shifts gears, cruise control is automatically disengaged for safety reasons. ◀



- You select the gear in the usual way by means of the foot-operated shift lever.
- » Sensor **1** on the selector shaft registers the shift request and triggers shift assistance.
- » When riding at a steady speed in a low gear at high engine rpm, an attempt to shift gear without pulling the clutch can cause a severe load-change reaction. BMW Motorrad recommends disengaging the clutch for shifts in these circumstances. It is advisable to avoid using the Pro shift assistant at engine speeds close to

the limits at which the governor cuts in to limit engine rpm.

- » Shift assistance is not available in the following situations:
 - With clutch lever pulled.
 - shift lever not in its initial position
 - upshifts with the throttle valve closed (coasting) and when slowing.
- After a gearshift, the shift lever has to be fully released before another gearshift with the Pro shift assistant can take place.

Brakes

How can stopping distance be minimised?

Each time the brakes are applied, a load distribution shift takes place with the load shifting forward from the rear to the front wheel. The sharper the motorcycle decelerates, the more load is shifted to the front wheel. The

higher the wheel load, the more braking force can be transmitted without the wheel locking.

To optimise stopping distance, apply the front brakes rapidly and keep on increasing the force you apply to the brake lever. This makes the best possible use of the dynamic increase in load at the front wheel. Remember to pull the clutch at the same time. In the "panic braking situations" that are trained so frequently braking force is applied as rapidly as possible and with the rider's full force applied to the brake levers; under these circumstances the dynamic shift in load distribution cannot keep pace with the increase in deceleration and the tyres cannot transmit the full braking force to the surface of the road.

BMW Motorrad Integral ABS prevents the front wheel from locking up.

Hazard braking– with ABS Pro^{OE}

If you brake sharply from a speed in excess of 50 km/h, the brake light flashes rapidly as an additional warning for road users behind you.

The hazard warning lights system switches on if you brake to below 15 km/h in this process. The hazard warning lights system automatically switches off again from a speed of 20 km/h.

Descending mountain passes **WARNING****Braking only with the rear brake on mountain descents**

Brake fade, destruction of the brakes due to overheating

- Use both front and rear brakes, and make use of the engine's braking effect as well.◀

Wet and dirty brakes

Wetness and dirt on the brake discs and the brake pads diminish braking efficiency.

Delayed braking action or poor braking efficiency must be reckoned with in the following situations:

- Riding in the rain or through puddles of water.
- After the vehicle has been washed.
- Riding on salted or gritted roads.
- After work has been carried on the brakes, due to traces of oil or grease.
- Riding on dirt-covered surfaces or off-road.

 WARNING**Wetness and dirt result in diminished braking efficiency**

Risk of accident

- Apply the brakes lightly while riding to remove wetness and dirt, or dismount and clean the brakes.
- Think ahead and brake in good time until full braking efficiency is restored.◀

ABS Pro– with ABS Pro^{OE}**Physical limits applicable to motorcycling** **WARNING****Braking when cornering**

Risk of crash despite ABS Pro

- Invariably, it remains the rider's responsibility to adapt riding style to riding conditions.
- Do not take risks that would negate the additional safety offered by this system.◀

ABS Pro is available in all riding modes except Enduro Pro.

Possibility of a fall not precluded

Although ABS Pro provides the rider with valuable assistance and constitutes a huge advance in safety for braking with the motorcycle banked for cornering, it cannot under any circumstances be considered as redefining the physical limits that apply to motorcycling. It is still possible for these limits to be overshoot due to misjudgement or rider error. In extreme cases this can result in a crash.

Use on public roads

ABS Pro helps make the motorcycle even safer for riding on public roads. When the brakes are applied because of an unforeseen hazard when the motorcycle is banked for cornering, within the physical limits that apply to motorcycling the system

prevents the wheels from locking and skidding away.

NOTICE

ABS Pro was not developed to enhance individual braking performance with the motorcycle banked into corners in situations approaching the limits of performance.◀

Parking your motorcycle

Side stand

- Switch off the engine.

ATTENTION

Poor ground underneath the stand

Risk of damage to parts if vehicle topples

- Always check that the ground under the stand is level and firm.◀

ATTENTION

Additional weight placing strain on the side stand

Risk of damage to parts if vehicle topples

- Do not sit or lean on the vehicle while it is propped on the side stand.◀
- Extend the side stand and prop the motorcycle on the stand.
- Turn the handlebars all the way to left.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

Centre stand

- Switch off the engine.

ATTENTION

Poor ground underneath the stand

Risk of damage to parts if vehicle topples

- Always check that the ground under the stand is level and firm.◀

ATTENTION**Centre stand folds in due to sharp movements**

Risk of damage to parts if vehicle topples

- Do not lean or sit on the vehicle with the centre stand extended.◀
- Extend the centre stand and lift the motorcycle onto the stand.
- On a gradient, the motorcycle should always face uphill; select 1st gear.

Refuelling**Fuel grade Requirement**

For optimum fuel consumption, fuel should be sulphur-free or as low-sulphur as possible.

ATTENTION**Engine operation with leaded fuel**

Damage to catalytic converter

- Do not attempt to run the vehicle on leaded fuel or fuel with metallic additives (e.g. manganese or iron).◀
- You can run the engine on fuel with a maximum ethanol content of 10 %, i.e. E10.

 Recommended fuel grade

Super unleaded (max. 10 % ethanol, E10)
95 ROZ/RON
89 AKI



Alternative fuel grade

Regular unleaded (Power- and consumption-related restrictions. Have the motorcycle programmed beforehand at your authorised BMW Motorrad Retailer.)
(max. 10 % ethanol, E10)
91 ROZ/RON
87 AKI

Refuelling**WARNING****Fuel is highly flammable**

Risk of fire and explosion

- Do not smoke. Never bring a naked flame near the fuel tank.◀

⚠ WARNING

Escape of fuel due to heat-induced expansion if fuel tank is overfilled

Risk of falling

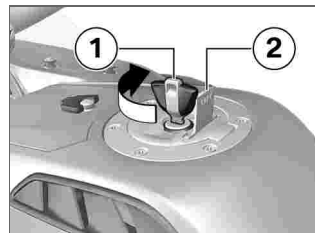
- Do not overfill the fuel tank.◀

⚠ ATTENTION

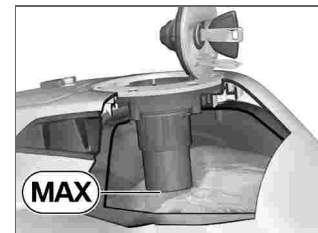
Wetting of plastic surfaces by fuel

Damage to the surfaces (surfaces become unsightly or dull)

- Clean plastic surfaces immediately after contact with fuel.◀
- Make sure the ground is level and firm and place the motorcycle on its centre stand.



- Open the protective cap **2**.
- Use ignition key **1** to unlock fuel filler cap by turning it clockwise, and flip the cap open.



- Do not fill the tank past the bottom edge of the filler neck.

⚠ NOTICE

When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, as otherwise the new level will not be registered and the fuel warning light indicating that the level is down to reserve will not be switched off.◀

⚠ NOTICE

The "usable fuel capacity" specified in the technical data is the

quantity that the fuel tank could hold if refilled after it had been run dry and the engine had cut out due to a lack of fuel.◀



Usable fuel capacity

approx. 30 l



Reserve fuel

approx. 4 l

- Press the fuel tank cap down firmly to close.
- Remove the key and close the protective cap.

Refuelling

– with Keyless Ride^{OE}

Requirement

The steering lock is disengaged.



WARNING

Fuel is highly flammable

Risk of fire and explosion

- Do not smoke. Never bring a naked flame near the fuel tank.◀



WARNING

Escape of fuel due to heat-induced expansion if fuel tank is overfilled

Risk of falling

- Do not overfill the fuel tank.◀



ATTENTION

Wetting of plastic surfaces by fuel

Damage to the surfaces (surfaces become unsightly or dull)

- Clean plastic surfaces immediately after contact with fuel.◀

- Make sure the ground is level and firm and place the motorcycle on its centre stand,
- with Keyless Ride^{OE}
- Switching off ignition (►► 60).



NOTICE

The fuel filler cap can be opened within the defined waiting time after the ignition has been switched off, without the radio-operated key being within range.◀



Waiting time for opening fuel filler cap

2 min

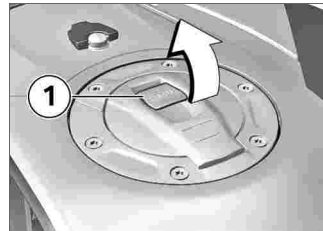
- » There are **two variant ways** of opening the fuel filler cap:
- Within the waiting time.
 - After the waiting time has expired.

Version 1

– with Keyless Ride^{OE}

Requirement

Within the waiting time



- Pull up tab **1** of the fuel filler cap slowly.
 - » Fuel filler cap unlocks.
- Fully open the fuel filler cap.

Version 2

– with Keyless Ride^{OE}

Requirement

After the waiting time has expired

- Bring the radio-operated key into range.
- Slowly pull tab **1** up.
 - » The telltale light for the radio-operated key flashes while the search for the radio-operated key is in progress.
- Again slowly pull up tab **1** of the fuel filler cap.
- » Fuel filler cap unlocks.
- Fully open the fuel filler cap.



- Refuel with fuel of the grade stated above; do not fill the tank past the bottom edge of the filler neck.

NOTICE

When refuelling after running on reserve, make sure that you top up the tank to a level above reserve, as otherwise the new level will not be registered and the fuel warning light indicating that the level is down to reserve will not be switched off.◀

NOTICE

The "usable fuel capacity" specified in the technical data is the quantity that the fuel tank could hold if refilled after it had been run dry and the engine had cut out due to a lack of fuel.◀

 Usable fuel capacity

approx. 30 l

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Riding



Reserve fuel

approx. 4 l

- Press down firmly on the filler cap of the fuel tank.
- » The fuel filler cap engages with an audible click.
- » The fuel filler cap locks automatically when the waiting time expires.
- » The engaged fuel filler cap locks immediately when you secure the steering lock or switch on the ignition.

Securing motorcycle for transportation

- Make sure that all components that may come into contact with tensioning straps are adequately protected against scratching. For instance, use

adhesive tape or soft cloths for this purpose.

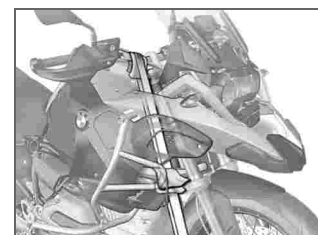


ATTENTION

Vehicle topples to side when being lifted on to stand

Risk of damage to parts if vehicle topples

- Secure the vehicle to prevent it toppling, preferably with the assistance of a second person.◀
- Push the motorcycle onto the transportation flat and hold it in position: do not place it on the side stand or centre stand.

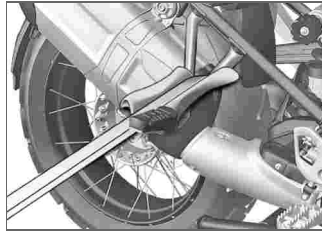


ATTENTION

Trapping of components

Component damage

- Do not trap components such as brake lines or cable legs.◀
- At the front, secure the straps to the handlebars on both sides.
- Pass the straps through the leading link and tighten the straps.



- Secure the tensioning straps at the rear on both sides to the frame for the rear footrest and tighten the straps.
- Tighten all the straps uniformly; the vehicle's suspension should be compressed as tightly as possible front and rear.

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Riding